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DEPARTMENT OF REGIONAL PLANNING

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March 17, 1976

TO: Mr. Harry L. Hufford
Chief Administrative Officer

FROM: Norman Murdoch
Planning Director

Norman Murdoch

SUBJECT: SUNSET COAST LINE

You have requested this Department's advice relative to your response to the Board of Supervisors Order of March 2, 1976, to prepare a summary analysis of Supervisor Ward's Sunset Coast Line proposal. The objective of this report is to provide an analysis of the proposed Sunset Coast Line to determine its relationship to the goals and policies of the County general plan. This analysis is at the level of generality commensurate to that found in the County preliminary general plan, i.e., at the broad policy level. At this stage, it is not possible to provide a detailed evaluation in terms of specific impacts at the community or neighborhood scale.

This memorandum represents a departmental position; arrangements have been made for the Regional Planning Commission to be briefed on the Sunset Coast Line on March 31 by a representative of Supervisor Ward's office.

I. Summary Analysis

The present policy of the County of Los Angeles is in favor of an "effective mass transit system." The Board of Supervisors adopted this policy on October 1, 1970, an integral part of the preliminary General Plan for Los Angeles County (EDG). Given this commitment, it is logical for the Board of Supervisors to take appropriate steps to effectuate its stated policy.

The current Sunset Coast Line proposal (See Financial Supplement No. 1, dated March 15, 1976) is generally consistent with the County's current policy on rapid

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Mr. Harry L. Hufford
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transit, except that three major outer-grid routes are added, namely: the north-south Valley-Long Beach Line (San Diego Freeway), the east-west Inter-Valley Line (Ventura-Foothill Freeways), and north-south San Gabriel River Line (San Gabriel Flood Control Channel). In the absence of patronage data for these three routes, it is not possible to form a technical judgment on the advisability of including these in a countywide transit system.

In the following paragraphs, we will evaluate, first of all, the compatability of the proposed line-haul system with the social, economic and environmental goals and policies contained in the current general plan. The next section evaluates the system's compatibility with the key urban development, land use, and transportation policies of the current general plan.

II. Relationship of the Sunset Coast Line with the Countywide preliminary general plan

The Environmental Development Guide was adopted by the Board of Supervisors on October 1, 1970 as a preliminary general plan for Los Angeles County. It presented the environmental problems and issues confronting the County and pointed to the need for a comprehensive commitment to a program for environmental improvement. It established a policy framework within which action programs could be developed to deal with the problems and take advantage of opportunities.

The central thrust of EDG policy was that the County should achieve a balance between further urban expansion on one hand and revitalization of older areas on the other. To further this policy, the Guide provided urban development and land use policies that would, if implemented, revitalize older urban areas, conserve sound neighborhoods and incorporate a system of multi-purpose activity centers into the urban design. The attempt here was to confront the basic issue of how much human economic and physical investment would be needed in the older built-up communities vis-a-vis outlying areas.

A. Compatability with Adopted Social, Economic and Environmental Quality Policies

Specific social, economic and environmental quality goals and policies contained in the EDG and relevant to the

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The first of the three main parts of the report is a description of the work done during the period from 1st January to 31st March 1964. This part of the report is divided into three sections: a description of the work done, a description of the results obtained, and a description of the conclusions drawn from the work.

The second part of the report is a description of the work done during the period from 1st April to 31st June 1964. This part of the report is divided into three sections: a description of the work done, a description of the results obtained, and a description of the conclusions drawn from the work.

The third part of the report is a description of the work done during the period from 1st July to 31st September 1964. This part of the report is divided into three sections: a description of the work done, a description of the results obtained, and a description of the conclusions drawn from the work.

The fourth part of the report is a description of the work done during the period from 1st October to 31st December 1964. This part of the report is divided into three sections: a description of the work done, a description of the results obtained, and a description of the conclusions drawn from the work.

The fifth part of the report is a description of the work done during the period from 1st January to 31st March 1965. This part of the report is divided into three sections: a description of the work done, a description of the results obtained, and a description of the conclusions drawn from the work.

The sixth part of the report is a description of the work done during the period from 1st April to 31st June 1965. This part of the report is divided into three sections: a description of the work done, a description of the results obtained, and a description of the conclusions drawn from the work.

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Sunset Coast Line proposal include the following:

1. "Equitably distribute the costs and benefits of environmental improvement" (p. 17)

Comment: The proposed system will be financed primarily by the imposition of a sales tax. All County residents as well as tourists will share in the cost of its construction. Although the sales tax is generally considered regressive and falls proportionately greater upon moderate income groups, these same groups should also receive greater benefits due to their larger transit use. The proposed system is therefore generally compatible with this goal.

2. "Expand economic and employment opportunities for all members of the labor force but especially for those in low-income groups" (p. 18)

Comment: During the construction phase, the system would create on-site jobs as well as providing additional jobs for sub-contractors. When the system is completed, employment opportunities would be created for system and support employees. In addition, some stations may generate additional economic activity thus creating more job opportunities. The proposal is therefore compatible with this policy.

3. "Achieve and maintain a diversified economy..." (p. 18)

Comment: The proposed system would help to carry out this policy by its generation of additional investment opportunities in major activity centers and areas adjacent to many of the transit stations.

4. "Improve the...availability of welfare, counseling, health, job training, law enforcement, and other services..." (p.18)

Comment: The low income and transit dependent groups would be benefited by having increased accessibility to existing services.

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF CHEMISTRY

RESEARCH REPORT
No. 1000
BY
J. H. HARRIS
AND
R. M. HARRIS
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5. "Improve and protect the quality of the air, especially in the Coastal Basin..." (p.27)

Comment: If implementation of the proposal reduced the amount of automobile vehicle miles travelled, it would reduce air pollution from mobile sources.

B. Comptability with Adopted Urban Development, Land Use and Transporation Goals and Policies

Specific urban development, land use and transportation goals and policies contained in the EDG and relevant to the Sunset Coast Line proposal include the following:

1. "Develop a system of dispersed multi-purpose centers" (p.34)

Comment: A major function of a rapid transit system is to reinforce development of major activity centers. The proposed Sunset Coast Line would implement this policy by providing service to such centers as:

Downtown L.A.	Santa Monica	West Covina
Mid Wilshire	Hollywood	Downey
Miracle Mile	Pasadena	Compton
Beverly Hills/	Van Nuys	Inglewood
Century City	Long Beach	Glendale
Westwood	Pomona	Canoga Park

2. "Satisfy the travel needs and desires of all residents and... stimulate the desired urban development pattern for Los Angeles County by providing a balanced, well-integrated, multi-model transportation network responsive to...economic, environmental and social needs..." (p.50)

Comment: The proposed mass-transit system provides broad coverage of the County's urban area and is therefore generally consistent with this goal.

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3. "Provide effective support transit systems to supplement the mass transit system and increase mobility" (p. 50)

Comment: The 281 Sunset Coast Line system includes 13 miles of feeder lines and by providing interconnection with surface bus lines, the proposal would be compatible with this policy.

4. "Reduce current and future congestion" (p. 50)

Comment: The proposal, if implemented, would reduce congestion.

5. "Reduce air and noise pollution" (p.50)

Comment: By reducing the amount of automobile vehicle miles travelled, the proposals, if implemented, could reduce air pollution from mobile sources. It is not possible to ascertain whether noise levels would be reduced.

6. "Stimulate the development of the regional centers concept by providing convenient means of transportation to and from the centers" (p. 53)

Comment: Most high activity centers would be accessed by this proposal. Whether center development would indeed be stimulated would also depend upon economic forces.

7. "Make the mass transit system easily accessible by foot, by automobile, or by a secondary transit system" (p. 53)

Comment: The 281 miles of the main line haul and feeder system would have to be supplemented by the surface bus system.

8. "Build the mass transit system so that it is grade separated and has exclusive rights-of-way" (p.53)

Comment: The proposed 268 miles of the main line-haul system would implement this policy.

Enclosed for the Bureau are two copies of a letterhead memorandum dated and captioned as above.

The FBI Bureau should also review the letterhead memorandum dated and captioned as above and advise the Bureau of the results of its review.

Very truly yours,
J. Edgar Hoover

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9. "Locate the major transit stations to serve the multi-purpose centers and other major activity areas..." (p. 53)

Comment: The location of the proposed stations will serve the first and second order multi-purpose centers.

10. "Make the system flexible enough to meet the varying needs of all groups" (p. 53)

Comment: The proposed system, when combined with the feeder and surface bus line system, will serve most of the work, shopping, recreation and other service trips within the urban area of the County.

11. "Meet the needs of the underprivileged, the young, the aged, and the handicapped" (p. 53)

Comment: The proposal meets the needs as outlined in this policy by providing increased mobility and accessibility for all groups.

In summary, the Sunset Coast Line proposal is compatible with goals and policies of the General Plan of Los Angeles County, the Environmental Development Guide, and is generally supportive of its central thesis of channeling investment opportunities into the older urban areas and stable suburban communities. There are additional intangible benefits hard to define, but nevertheless real. In the long run, it may be these human needs that become the most persuasive.

C. Current Program to Revise the County General Plan

The Department of Regional Planning is currently revising the Plan's general goals and policies, and the land use, open space, conservation and transportation elements. This program is scheduled for completion by July 1977, at which time Regional Planning Commission hearings will begin. The first phase of the program will identify needs, opportunities and goals and propose alternative growth policies in terms of the magnitude and distribution of population, jobs, housing and urban land and then to develop urban development alternatives in combination with alternative growth policies.

THE SECRETARY OF THE INTERIOR
WASHINGTON, D. C.

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

WATER RESOURCES DIVISION
SALT LAKE CITY, UTAH

RE: The proposed project, which involves the construction of a dam and the creation of a reservoir, for the purpose of storing water for irrigation and other purposes, in the State of Utah.

That the lands of the United States, which are situated in the State of Utah, and which are owned by the United States, are being offered for sale to the public.

Therefore, the proposed project, which involves the construction of a dam and the creation of a reservoir, for the purpose of storing water for irrigation and other purposes, in the State of Utah, is being offered for sale to the public.

In summary, the proposed project, which involves the construction of a dam and the creation of a reservoir, for the purpose of storing water for irrigation and other purposes, in the State of Utah, is being offered for sale to the public. The project is being offered for sale to the public in order to raise the money needed to carry out the project. The project is being offered for sale to the public in order to raise the money needed to carry out the project. The project is being offered for sale to the public in order to raise the money needed to carry out the project.

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The schedule calls for an alternatives report to be released about August 1, 1976 for general public discussion and feedback. After evaluation of the public response, Department of Regional Planning staff will revise the plan's elements in keeping with the alternative direction selected. This phase will be completed in late Fall 1976. It is not possible at this time to determine whether the proposed Sunset Coast Line will be consistent with the selected alternative, however, preliminary discussions with County Road Department staff indicate that the Sunset Coast Line would be consistent with the major corridors presently under evaluation.

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